

Welcome

McClellan-Palomar Airport Master Plan

Public Workshop

Please Sign In

Please visit the comment table if you wish to provide
written comments on the project.



What Is A Master Plan?

- A long-range roadmap for the future role and development of the Airport that is:
 - Cost-effective and financially justifiable;
 - Flexible to the extent possible to respond to change;
 - Provides for anticipated demand to the extent practicable;
 - Considers environmental factors; and
 - Facilitates a safe and efficient airport.
- A public process that solicits input from stakeholders, organizations, local, state, and federal officials/agencies, and the general public

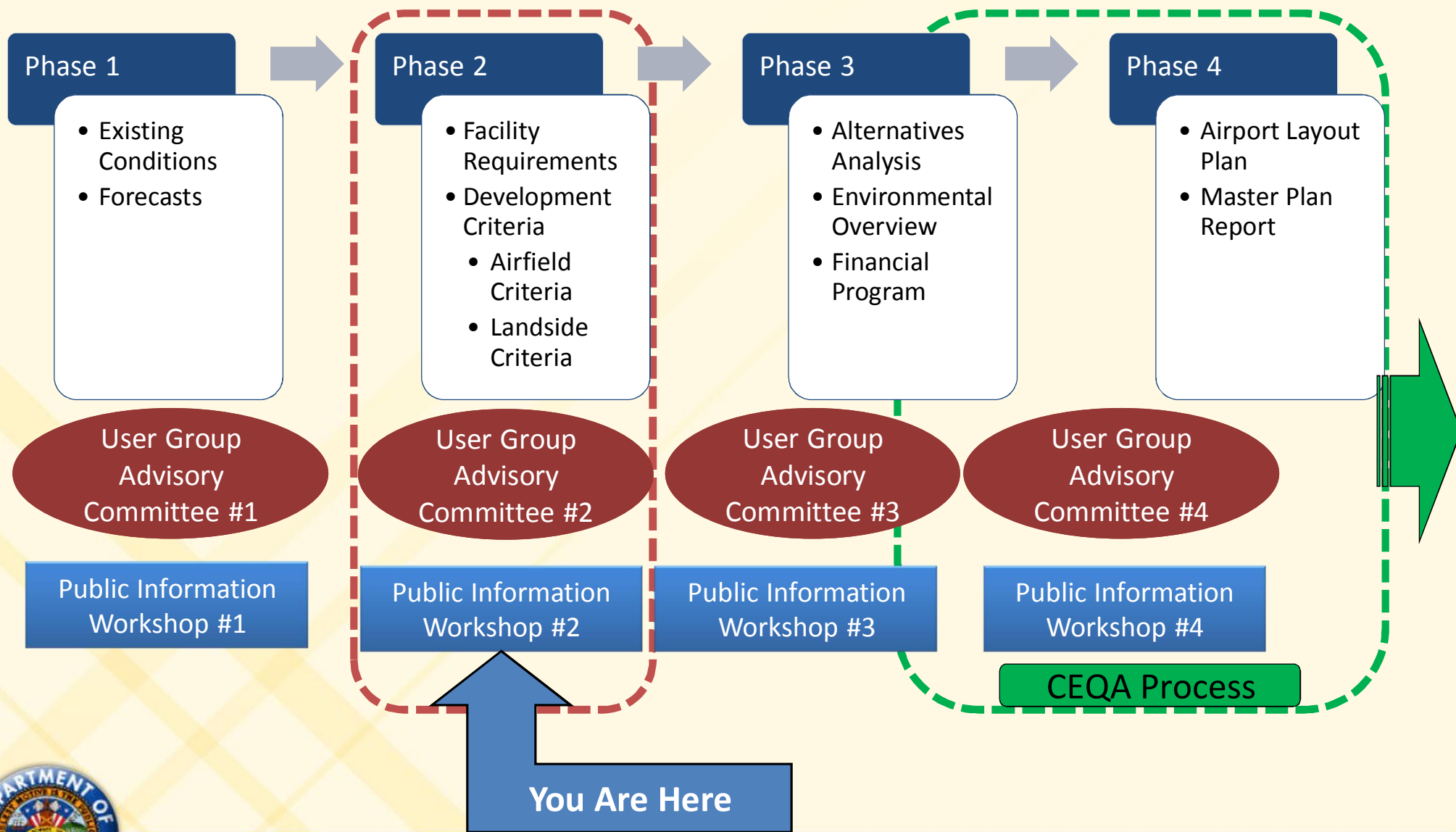


Public Outreach

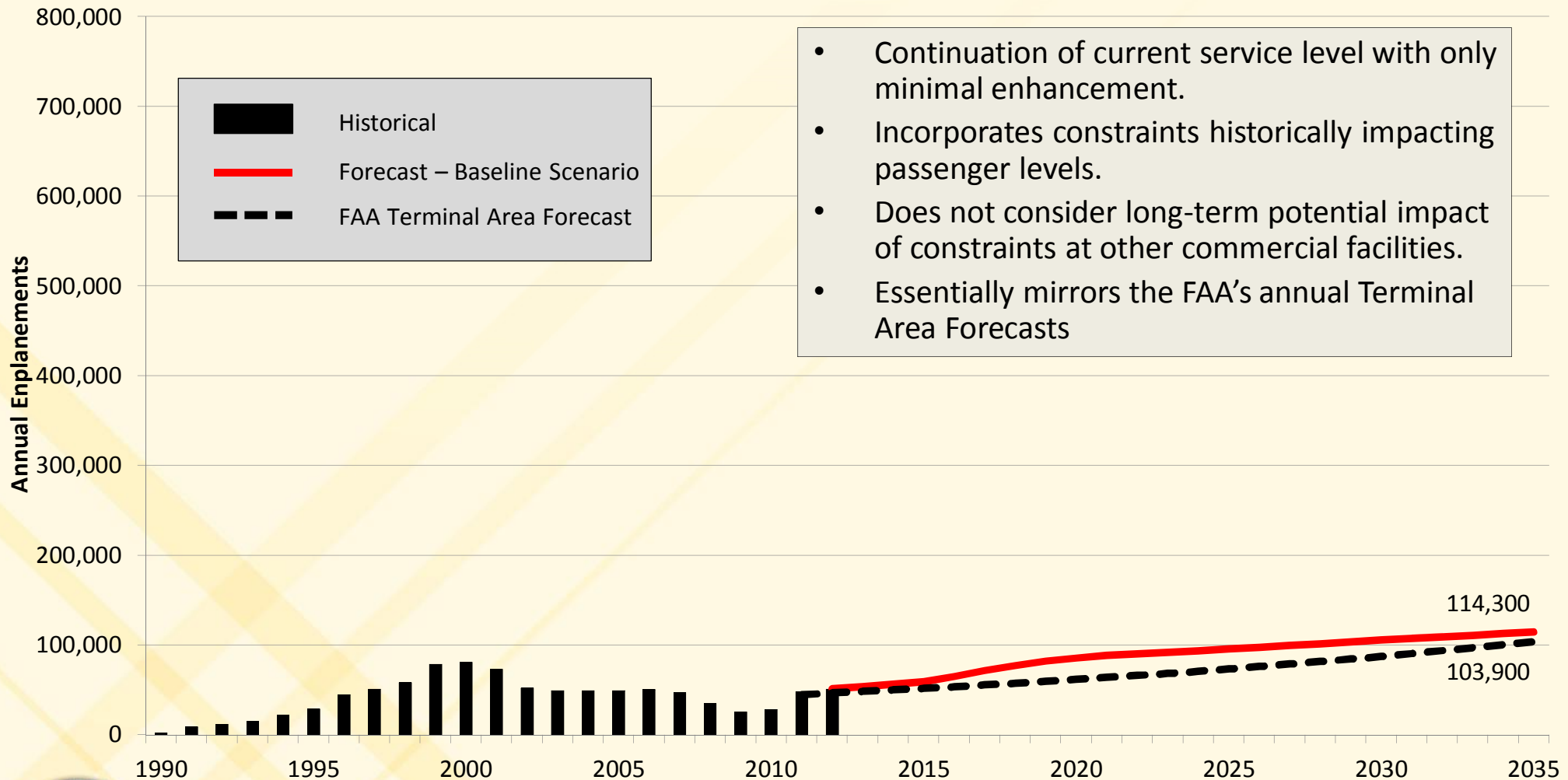
- Four Public Workshops Planned
- Accepting Input and Comments throughout the Entire Master Plan Update Process.
- Project Website
www.PalomarAirportMP.com
www.sdcountry.ca.gov/dpw/airports/CRQmasterplan.html
- Project Email
PalomarMP@kimley-horn.com
- Sign-up for Email Updates



Master Plan Study Process



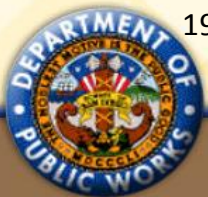
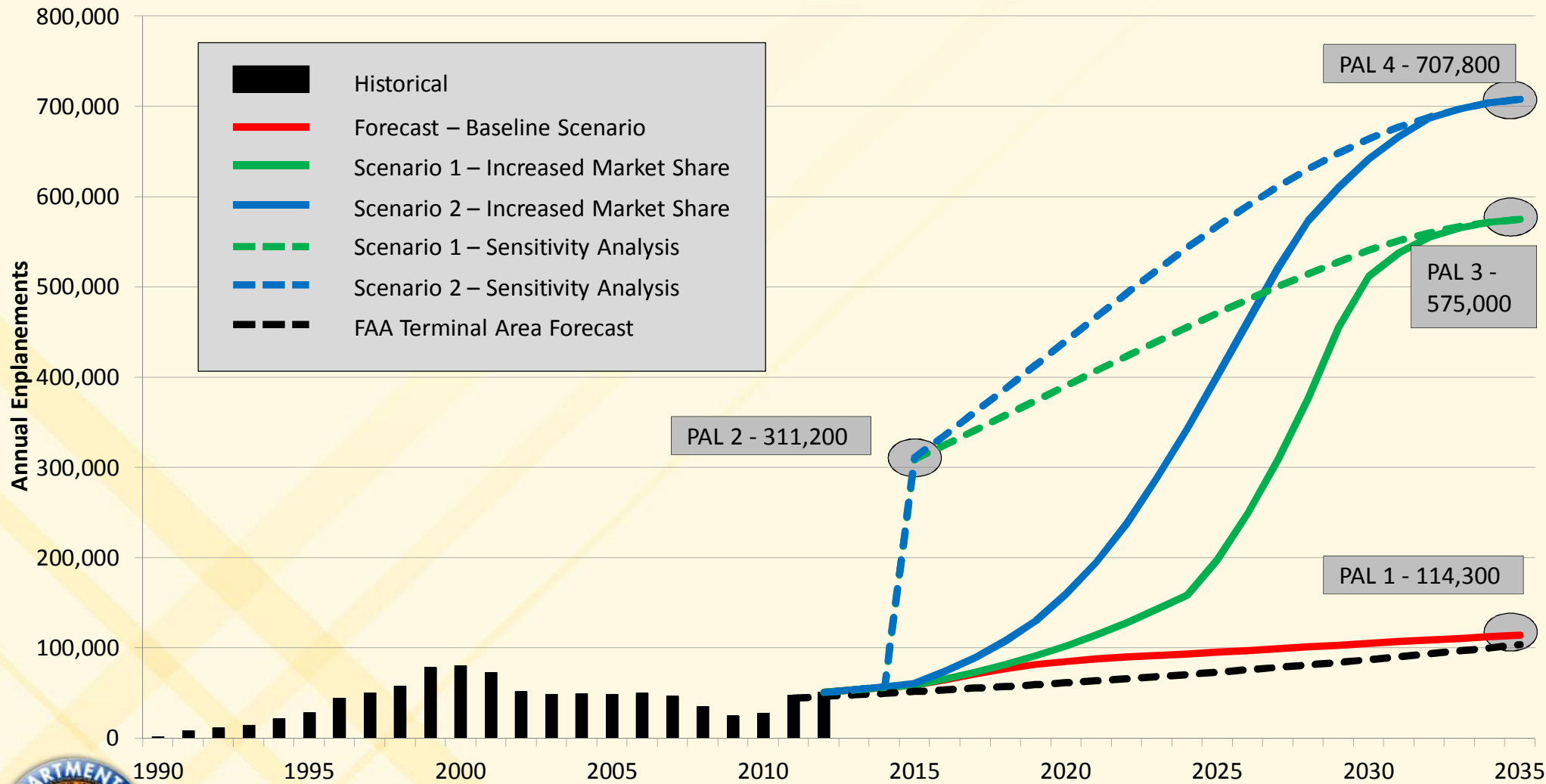
Enplaned Passengers Baseline Scenario



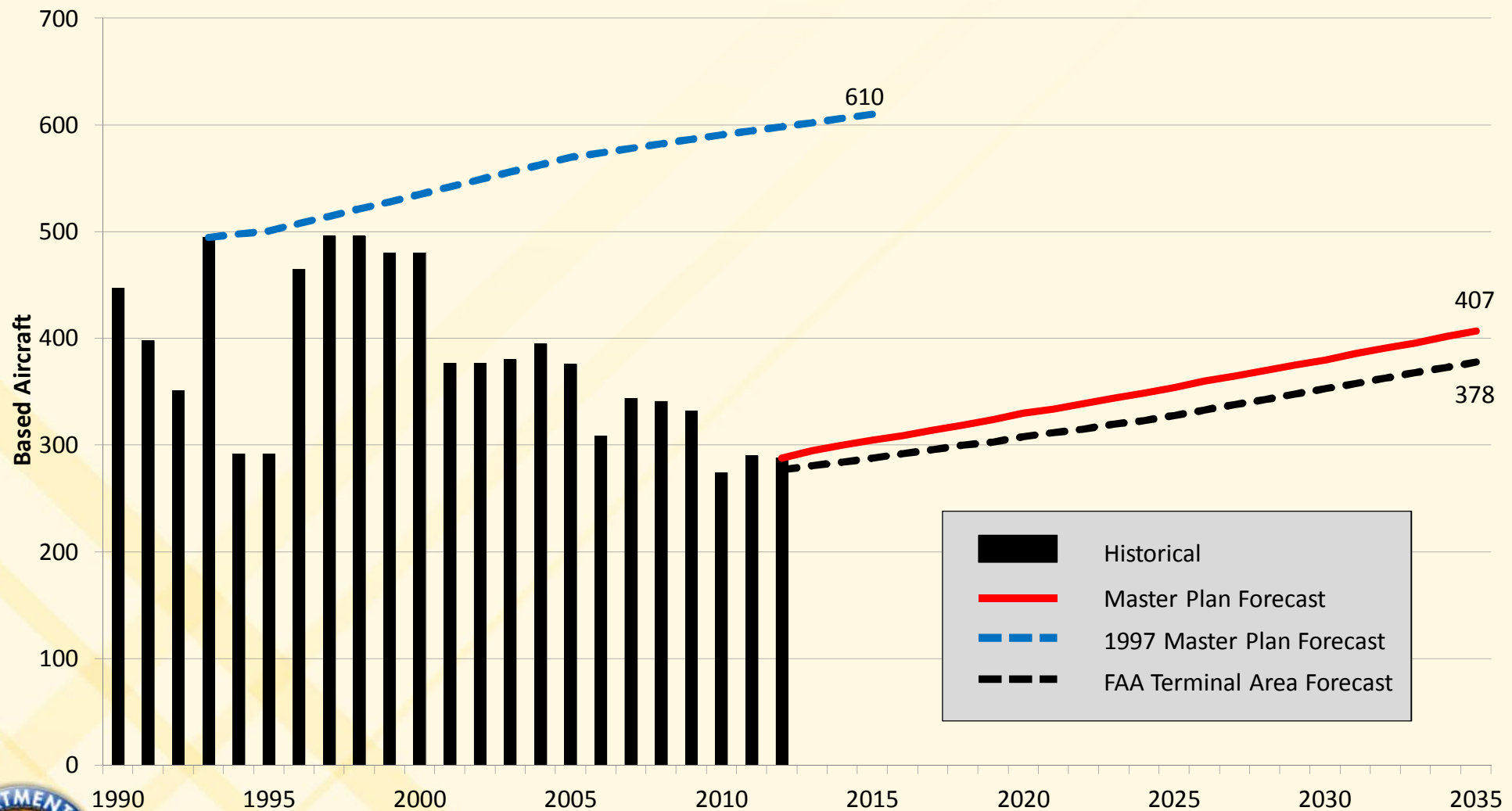
- Continuation of current service level with only minimal enhancement.
- Incorporates constraints historically impacting passenger levels.
- Does not consider long-term potential impact of constraints at other commercial facilities.
- Essentially mirrors the FAA's annual Terminal Area Forecasts



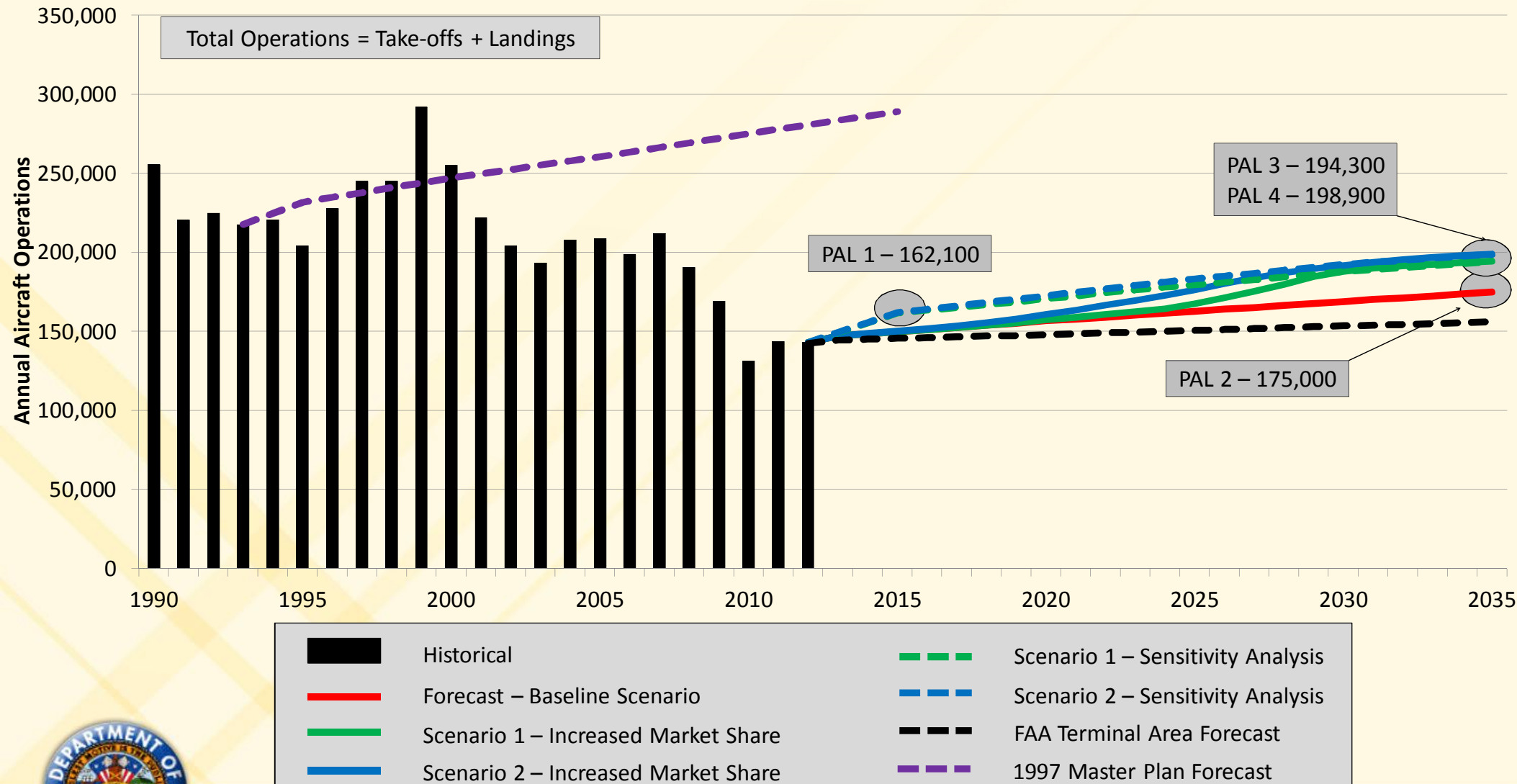
Enplaned Passengers Facility Planning Scenarios



General Aviation Based Aircraft



Aircraft Operations



FAA Design Criteria are Based on Aircraft Type

Approach Category	Approach Speed (knots)
A	Less than 91
B	91 to 120
C	121 to 140
D	141 to 165
E	166 or Greater

Design Group	Wing Span (feet)	Tail Height (feet)
I	Less than 49	
II	49 – 79	21 – 30
III	79 – 118	30 – 45
IV	118 – 171	45 – 60
V	171 – 214	60 – 66
VI	214 – 262	66 – 80

	Not anticipated nor viable
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Design Group I



Cessna 172 - 36.1'

CitationJet - 46.8'



Design Group II



Super King Air 300 - 54.5'

Embraer 120 - 64.9'

Gulfstream 450 - 77.8'



Design Group III



Embraer 170 - 85.3'

Gulfstream 550 - 93.4'

Global Express - 94.0'

Embraer 195 - 94.2'



B-II to D-III

- What does this mean?

B-II Aircraft – Falcon 2000



D-II Aircraft – LearJet

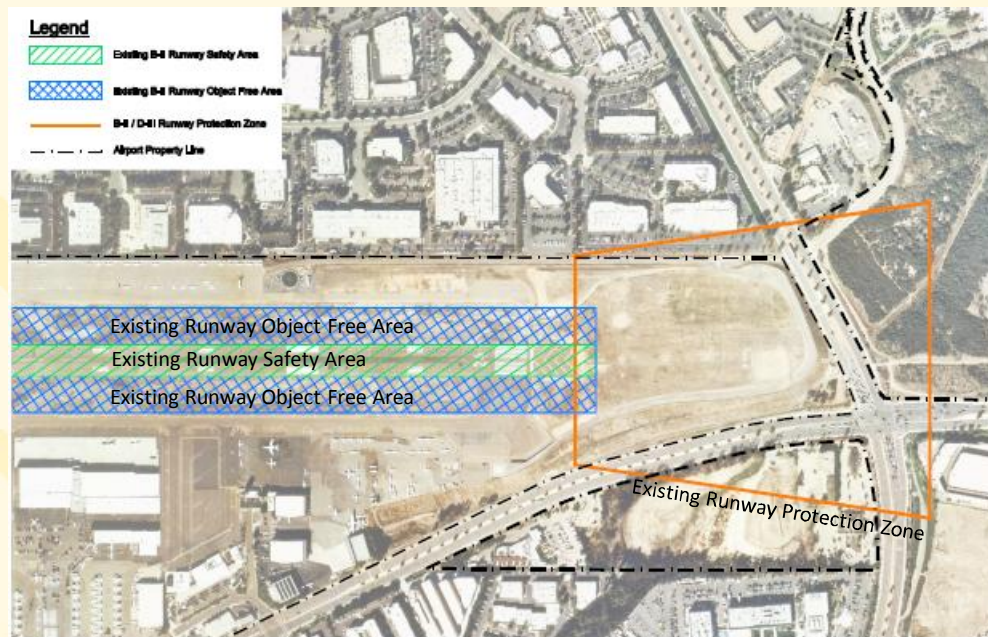


C/D-III Aircraft – Gulfstream G650

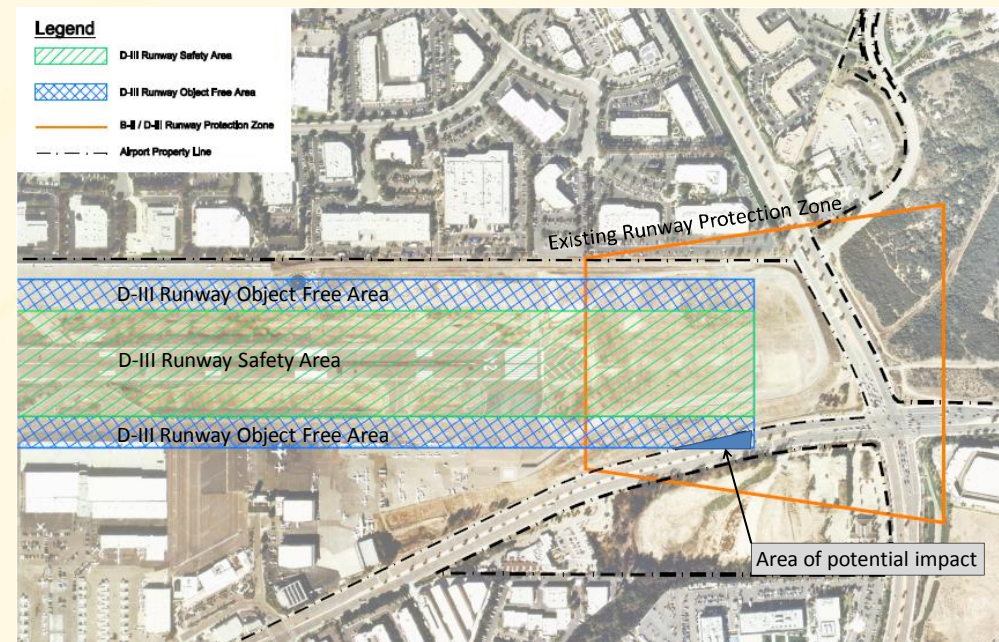


Safety Areas by Design Criteria

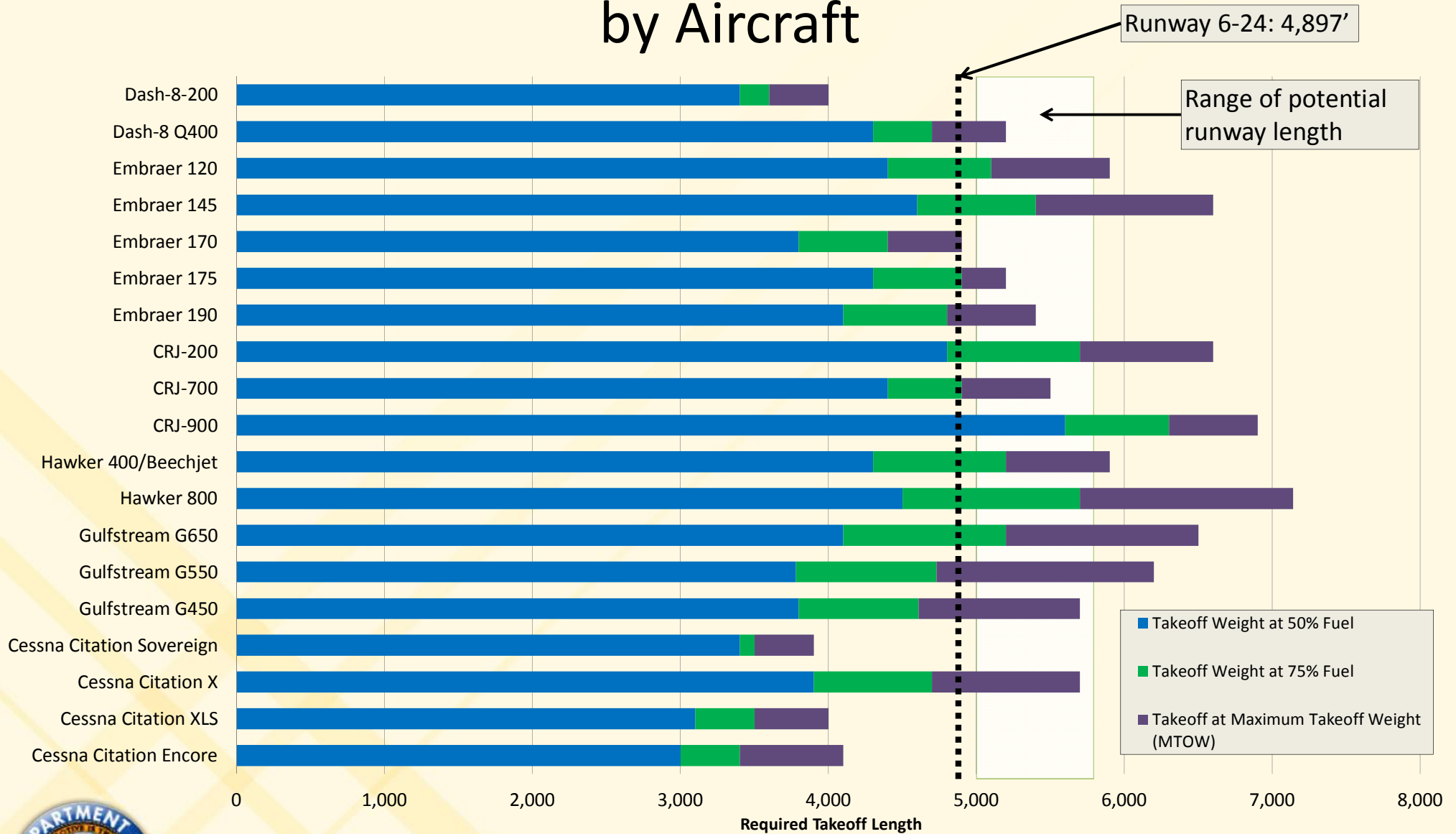
ARC B-II



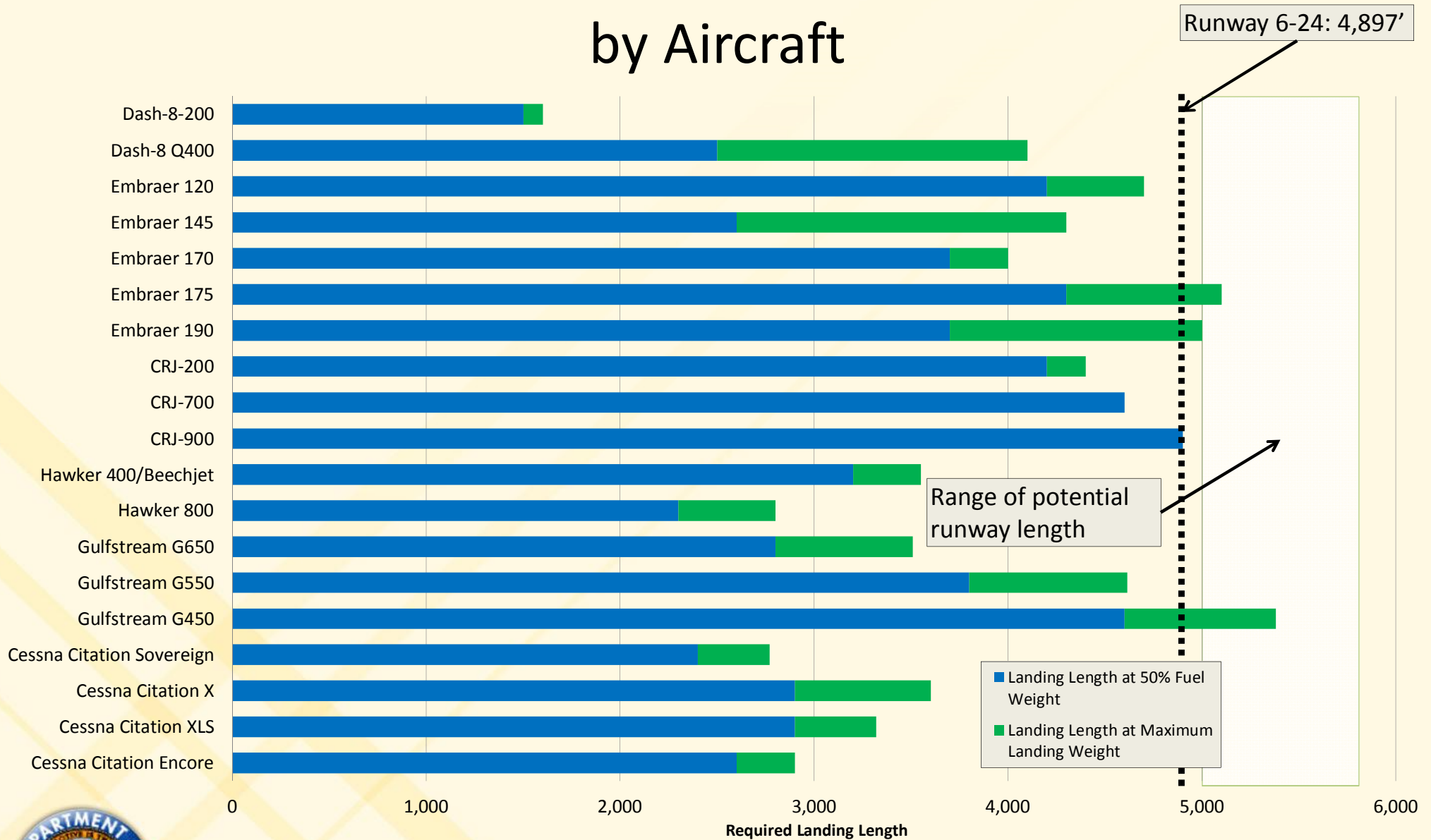
ARC D-III



Runway Takeoff Length Needs by Aircraft



Runway Landing Length Needs by Aircraft



Draft Terminal Facility Needs

Terminal Facility	Existing Conditions	Baseline Forecast	Scenario 1 or 2 (Near Term)	Scenario 1 (Long Term)	Scenario 2 (Long Term)
Annual Enplaned Passengers	50,936	114,300	311,200	575,000	707,800
Aircraft Parking Positions	5				
Ticket Counter/Kiosk Positions	9				
Baggage Processing	496 SF				
Security Screening Checkpoint Lanes	1				
Holdroom Area	1,910 SF				
Baggage Claim	34 LF				
Curbside	270 LF				
Passenger Parking	~640 Spaces				
	Adequate*		Borderline* (Planning for Improvements)		Improvements Necessary*

* Evaluated based on industry standard level of service for customers



Draft General Aviation Facility Needs

Facility	Existing	Required*	Additional Area Needed
Aircraft Hangars	581,300 SF	698,000 SF	116,700 SF
Aircraft Apron	929,200 SF	1,221,800 SF	292,600 SF
GA Vehicular Parking	400 spaces	585 spaces	185 spaces
Total GA Area	41 acres	52.9 acres	11.9 acres

*Based on forecasted demand and FAA planning criteria.



Next Steps

- Develop Alternative Concepts – Baseline & Scenarios
 - Airfield
 - Landside/Terminal
- Ongoing FAA Coordination
- Public Workshop #3
 - Present Concepts to the Public
 - Gather and Incorporate Input and Answer Questions



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Thank you for attending!

- Sign in with contact information
- Please provide comments

